



## SPEED AT PICATINNY

Speed was the order of the day. From one end of the job to the other the construction work on the Picatinny Access Road was humming. That is, all except at one place. At this point things were at a standstill and judging from the daily reports that filtered into Trenton, it looked as if they would be, for an indefinite period. No amount of planning seemed capable of circumventing this bottleneck—for over this particular spot hovered the grim spectre of death.

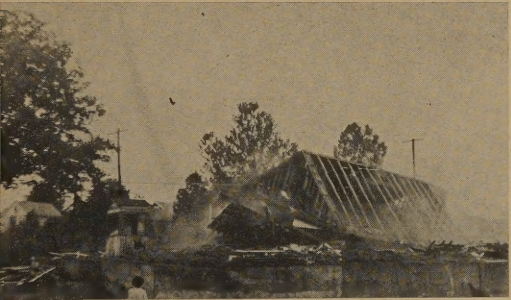
In a house on the newly acquired right-of-way, at a point



where a large bridge abutment must be constructed, an old man lay dangerously ill. James Cooper Fichter, 86 years of age, had suffered a stroke and his physician, Dr. A. L. Baker of Dover, would not permit his removal from the premises.

Week by week the situation was becoming more acute—each hour that passed meant delay in finishing this vital war road. Finally word came that the doctor had granted permission to move his patient. Shortly thereafter an ambulance arrived and with every care the old man was at last taken from his home.

Immediately an impatient wrecking crew started in to make up for lost time. Window sashes and all salvageable materials were removed from the building at top speed. In no time the former residence assumed the appearance of a stark skeleton. But even then things were not happening quickly enough for Superintendent Tom McDonald of the Franklin Contracting Company who was anxious to start excavating for that important bridge abutment on the following morning.



After studying the situation for a few seconds Mac ordered a cable slung around the house, or what remained of it and hooking this to a tractor, he gave the signal to haul away. The cable tightened and for a brief moment the timbers of the old house resisted the tractor's pull. Then came a resounding crash followed by a cloud of dust. The tractor operator grinned and excavation started the next morning.

### Make An Appointment

Due to the volume of interviews being granted to employees by Mr. Connett, it will be necessary, in the future, for those wishing to talk over problems with him to make a definite appointment.

Recently several men have come from considerable distances without such appointments and because of previous engagements, Mr. Connett has been unable to grant them an audience.

Therefore be sure that you take the precaution of making a definite appointment before you come to Trenton. Either write or telephone. In that way you'll be playing safe.

### Identification Badges Must Be Safeguarded

Every employee of the Highway Department should carefully guard against losing his identification badge. While you may not think the photograph on it does justice to you, it might be worth a lot in the hands of a saboteur or espionage agent. See to it that you do not lose yours. The Federal Government is vitally interested in keeping these badges in your possession only.

### YOU CAN HELP

When you get hold of a piece of news, why not send it to THE HIGHWAY? Remember, this is your paper.

### Attention

The following Order was issued by Commissioner Miller on August 18th.

**"IT IS HEREBY ORDERED** that employees of the State Highway Department shall not be permitted hereafter to purchase any articles of any kind which have been purchased by and belong to the Department.

**"IT IS FURTHER ORDERED** that no employee of the Department shall employ the services of another employee of the Department during regular business hours, nor shall any employee of the State Highway Department employ or utilize the services of a person over whom he has any supervisory control whatsoever, at any time, for his private purposes."

SPENCER MILLER, JR.  
State Highway Commissioner

## Adjustments Pending

### Will Become Effective on August 16th

As many employees know, Mr. E. V. Connett has been busy for the past two and one half months working out certain adjustments in salaries, classifications etc., with the Civil Service Commission and the Commissioner of Finance. This work will not be completed for some weeks. It is possible that members of certain Divisions will be notified of these adjustments sooner than others due to the great amount of work involved. It should be understood, however, that all adjustments when finally made, will be effective as of August 16th regardless of when notification is received. This is equally true of those who may receive notification prior to August 16th. This date was chosen as an average so that no hardships will be inflicted on anyone involved.

## Hey Fellas, What's Wrong?

In several instances recently, representatives of our office have called at the homes of employees, reported on sick leave, only to find that these men were not at home. In fact in some cases it was impossible to make contact after repeated calls.

If these men were working for private employers they would have been taken off the sick leave payrolls immediately. These men are not only violating the sick leave regulations, they are making it tough for the rest of us in two ways. First, continued violations by this group may lead to the loss of our sick leave privileges by all of us. Secondly, all cases will have to be investigated more rigidly and the regulations made more stringent. The honest, conscientious employee is thereby made to suffer for the misdeeds of the "smart guy." No small group of individuals has the right to endanger, by misuse, the sick leave privileges of the great mass of the rest of us. The "smart guy" usually winds up behind the eight ball anyway. We have several cases now where those who abused "sick leave" were forced to pay back the money they had improperly obtained even after their connections with the department were severed.

Therefore, let those who are using sick leave for purposes other than that for which it is intended take notice. The stakes involved are not worth the chance taken. And incidentally, the extra work is breaking my back.

CHAS. I. LEVINE.

## Political Independence Your Heritage

In the Declaration of Independence there is a statement that all just governments derive their powers from the consent of the governed. It has become the philosophy of the American Government that political sovereignty or political power is in the people. That is one of the basic principles of democratic government. Abraham Lincoln once defined democracy as "government of the people, by the people and for the people."

Government by the people, by popular consent, means that every citizen must take an interest in the affairs of his government. He does that in many ways by paying taxes for the support of government, by serving in the armed forces in defense of his country, by performing jury duty or by that simple but vital function of the citizen—namely voting. Under the constitution every man or woman, twenty-one years of age or older who has not been convicted of a crime or confined to a custodial institution is entitled to vote. It is both the privilege and obligation of the adult citizen to vote. But no man should be coerced into voting against his will, or prevented from voting by coercion or intimidation. An adult citizen has a right to join a political party of his own choosing, or refrain from belonging to a political party. That is his own affair.

The employees of the State Highway Department have the full civic rights of every other citizen. What party an employee belongs to and what candidate he votes for is up to the conscience of each individual. No one will be given any preference in the department because of his political affiliations or activity, or denied employment because of such activity. No employee of the department will be subjected to reprisals of any kind because of the way he votes, or the party to which he belongs. A man's position and promotion in the department should depend on merit and not on political influence. Complete freedom of political conscience and action is now assured to every employee in the department.

There is one caution that every employee should keep in mind. The Hatch Act was passed by the Congress of the United States in August, 1939, and was designed "to prevent pernicious political activities." This act was designed to cover such activities in the Federal Government. The provisions of this act were extended to certain officers and employees in the several states by an act of Congress that was approved on July 19, 1940. The United States Civil Service Commission and competent legal authorities are of the opinion that, inasmuch as the Federal Government participates in our State Highway program, the Commissioner and some of his aides are prohibited from engaging in political activities—that is sound public policy.

The United States Civil Service Commission likewise ruled in September, 1940, that membership in a county political committee would constitute participation in "political management" within the meaning of the Hatch Act.

From an opinion given in October, 1940, by the same Commission, it would appear that membership on a regular election board would come under the Hatch Act also. If you are in doubt about any particular case, state your problem in writing to the editor of "The Highway" who will obtain an opinion from legal authority on your case.

SPENCER MILLER JR.,  
State Highway Commissioner

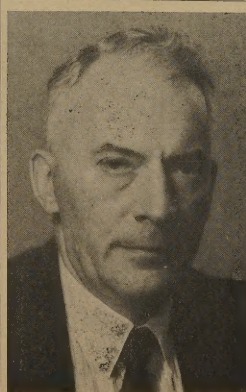
## Bedwell Serving as Highway Engineer

### Assumes Duties of Office During Absence of Logan

During the absence of State Highway Engineer James Logan, who has been granted a two month's vacation, Commissioner Miller has appointed Mr. C. F. Bedwell, Construction Engineer to serve in that capacity.

Another change ordered by the Commissioner was the temporary appointment of Mr. E. E. Reed as Assistant State Highway Engineer pending the reorganization of the Department. Although holding the title of Projects Engineer during recent years, Ed Reed formally held the title of Assistant State Highway Engineer under many administrations.

Both these men have served long and faithfully for many years and will carry with them in their new positions the best wishes of the entire Department.



C. F. BEDWELL



# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees.

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20

## STATE HIGHWAY REORGANIZATION

The Administrative Report of Governor Edison's Committee investigating the State Highway Department has at long last been published. Let it be said at the outset that this report, covering as it does some 750 pages, is a most exhaustive treatise on the history and functioning of the Department in the past, as well as a complete plan for reorganization in the future. It contains not only the opinions of its authors, Messrs. Sidney Goldmann and Thomas Graves but it reflects the suggestions of employees in every division. It should be a matter of pride for all to know that in the words of the authors, "nowhere could we have been given greater cooperation than by the men interviewed in the Department. This report contains many of the valuable suggestions offered us by the men with whom we had the pleasure of working during this investigation."

Commissioner Miller has signified that he will follow the recommendations of the report in his reorganization of the State Highway Department, with only such modifications and revisions as seem advisable after thorough study and many conferences with division heads. This is a guarantee to every employee that the future structure of this Department will be more "functional" than the present organization, which is largely the result of too rapid growth rather than far-sighted planning. In other words the State Highway Department will be revamped and "streamlined" where necessary to meet the demands of present-day efficiency.

That this reorganization will take place at a time when our nation is engaged in a titanic struggle and our Department is operating on a war footing, is a challenge to all. It is apparent that during the period of change-over there must be no lost motion and all work must be carried on without the slightest indication of slow-down. There is no doubt that this challenge will be successfully met and the cooperation of every employee will be forthcoming.

## DEPARTMENTAL DITTIES

### New Alignment

Sing me a song of the open road  
A song of the people's needs  
Sing me a song of the broad highway  
A song of men and their deeds.

Oh, we cut a trail thru the forest bold  
To run a line that's new.  
Oh, we fought the heat and we fought the cold  
We fought the ice and we fought the snow  
But we put the line where the line should go  
In spite of Hell (if you must know)  
To make a dream come true.

Oh, we bridged the streams and we cut the hills  
And we cleared the right-of-way.  
We made the cuts and we rolled the fills  
And we cut the cost and we cursed the bills  
And we damned the man who made the plan  
But we built a job without the frills  
What're our critics say.

Now, the way is broad and the grade is low  
'Tis a job will last for years.  
Now, the way is smooth where the old was rough  
And curves are easy where the old were tough  
But the papers say it cost enough.  
But the cost? The cost they'll never know,  
In "blood and sweat and tears."

HARRY D. ROBBINS

## Highway Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

### Administration

De Stefano, Anthony ..... Army  
Leighton, Leonard J. .... Army  
Russo, Joseph A. .... Coast Guard

### Construction

Best, J. Arthur ..... Army  
Bloss, William C. .... Army  
Chiarello, Frank G. .... Army  
Fawcett, Walter L. .... Navy  
Hunter, W. Fred ..... Navy  
Loveland, Charles ..... Army  
Meyer, H. G. .... Army

### Electrical

Guidotti, Samuel J. .... Army  
Kroll, John ..... Army  
Manze, Angelo ..... Army  
Rozanski, John J. .... Army  
Sherbaum, E. R. .... Army  
Vanaman, Ralph E. .... Army

### Equipment

Amory, Marvin ..... Army

### Laboratory

Scalizzi, Sebastian R. .... Army

### Projects

Boughton, Percy S. .... Army

Costello, Carl A. .... Army

### Maintenance

Carter, Everett G. .... Army  
Chrappa, Louis ..... Army  
Curtain, Edward A. .... Army  
Eltonhead, Warren ..... Army  
Heddon, Albert J. .... Army  
Iacovelli, John ..... Army  
Natali, Fred ..... Army  
Parmigiani, Anthony ..... Army  
Pascuzzo, Anthony ..... Army  
Quick, Thomas ..... Army  
Shedd, Harry M., Jr. .... Army  
Slevin, Joseph ..... Army  
Stoll, Clyde R. .... Army

## News From the Boys in the Service

Private Anthony Russo, of the Electrical Div., writes from the Air Corps Technical School in Miami, Fla. "Dear Mr. Sherbaum: Just a line to let you know that I am now in the Army Air Force. Say hello . . . for me. It's swell to be down here but I hope to be back in the very near future."  
John J. Kownacki, of the Accounting Division and now a Yeoman, 3rd Class, stationed at Washington writes, that his former corporal figure is now down to the point where "I am now 31½ inches around the waist and weigh 162 lbs. I am trying hard to get my hair to grow . . . and may in the future get a chance to drop in on the office."

Chris Mulrain, Jr., now a corporal with Hdqts. Squadron, 34th Air Depot at San Bernardino, Cal., sends the following, "Just received my copy of THE HIGHWAY . . . thought I would drop you a line so that any future issues would be sent directly to me. I've been here since March and was made a corporal last May. My present duties are those of Administrative Clerk. Give my regards to the gang in the Electrical Division."

An interesting letter was received by Eddie Knorr of Fernwood from Stokes Stewart Long in which he said thanks for the Highway newspaper and "I can't give you much news about what I'm doing here only that I'm in the tropics. It sure is warm here but cool at night. We have to sleep under nets. If we didn't the bugs, flies, and bats would carry you off before you woke up in the morning. We have snakes as long as fire hose down here too . . . write and give my regards to the boys. (The address is P.F.C. S. Long 12051560, Co. D 135 Engineers APO 869 c/o Postmaster, New York City)

Charlie Kuhn of the Maintenance Division recently heard from Corporal Sante J. Pollastrelli who writes from "somewhere in England" that it would be a treat to get back to "pouring a piece of road or some white curb again." He adds, "I have been going to school here and took an exam and came out pretty well. A good Highway man will always hold his own . . . wondering if it can be arranged for me to get the "Shield" so I can keep up with the Highway news . . . besides I haven't had my crumpets and tea. Cheerio old top. Thumbs up."

Private Louis G. Chrappa, Jr., drops a line to the Commissioner, saying: "Thanking you very sincerely for the letter that I received from you . . . I shall try to do my best in the U. S. Army Air Force to serve my country."

Enroute to Camp Clairborne,

## Highway Department Civil Service News

### Results of Examinations

#### Claim Investigator

##### (PROMOTION EXAMINATION)

1. Richard Snyder, Jr., Trenton, 82.16;  
2. Raymond Callahan, Trenton, 81.23;  
3. Kenneth Jones, Freehold, 77.11; 4. John Gulch, Camden, 74.53; 5. John Kownacki, Trenton, 72.59; 6. Warren Dowling, Trenton, 71.19; 7. Morris Balbrensky, Trenton, 71.09; 8. Kermit Bonner, Trenton, 70.29; 9. Joseph Mahan, Trenton, 70.17.

Test held, March 11; applications, 13; examined, 13; failed, 4.

#### Highway Equipment Inspector

##### (PROMOTION EXAMINATION)

1. Albert Baytel, Trenton, 87.34; 2. John Rochford, Trenton, 85; 3. Thomas Busa, Elizabeth, 83.75; 4. Clarence Backer, Trenton, 83.25; 5. Joseph Havran, Vineland, 82.50; 6. Walter Crane, Elizabeth, 82.28; 7. Thomas Dull (V), Mt. Tabor, 81.25; 8. Harry Dittmar, Camden, 80; 9. John Smith, Toms River, 78.75; 10. Harry Whitcomb (V), Trenton, 78.40; 11. Carter, Westfield, 77.14; 12. Frank LaTora (V), Hillside, 74.18; 13. Edward Artaserse, Jersey City, 73.90; 14. James Collins (V), Trenton, 73.10.

Test held, June 13; applications, 19; examined, 16; failed, 2; failed to appear, 3.

### CERTIFICATIONS

#### Highway Dept.

Clerk-Typist; Electrical Division; supplemental certification;  
Estelle Klotz, 74.152; Sara Le Paine, 73.815; Yeta Rosenthal, 73.765.  
Clerk-Stenographer; supplemental certification; 4 vacancies;  
Mary Thiel, re-employment list; Mary Rooney, 73.172; Jean D'Angelo, 72.709; Quirk, 72.675; Bernice Milgaten, 72.205; Mary Holcomb, 71.985; Madeline Burn, 71.935.  
Senior Clerk-Stenographer; Newark Office;  
John Rea, 87.235; Ada Tron, 85.065; Pearl Black, 84.619.  
Traffic Enumerator;  
J. Lester Yoder, Sr., re-employment list.  
Garage Attendant; Vineland

Garage; supplemental certification; 2 vacancies;  
Thomas Colantrela, 73.33; Conrad Crenshaw, 73.20; Richard Reese, 71.43; James DePaola, 70.87.

Mechanic, Electrical Signals and Lighting, Grade 1; promotion examination; supplemental certification; 9 vacancies;  
Abraham Reynolds, 74.69; Louis Unverzagt, 72.25; Michael Scarpon (V) 70.57.

Assistant Civil Engineer; 24 vacancies; supplemental certification;

Rowland Erb, 72.55; Robert Wilcox, 72.45; Stephen Rubier, 72.35; Wayne Tussing, 72.10; Joseph Walsh, 72; Andrew Byrne, 71.05; Kyle Totten, 71.90.

Attendant, Electric Drawbridge; Cooper River Bridge, Route 25;

### TESTS LISTED

State Aid Projects Engineer, Highway Dept., \$2,400 - \$3,000. Open to employees in the Highway Dept., who have served in a permanent capacity for at least 12 months immediately preceding the announced date for the test, and who possess the necessary qualifications. Sept. 24.

Operator, Electric Drawbridge, Metropolitan District, Highway Dept., \$1,680-\$2,100. Open to Attendants, Electric Drawbridge; Metropolitan District, and Operators, Electric Drawbridge, in the Highway Dept., who have completed their probationary period. Sept. 14.

Senior Engineering Clerk, Highway Dept., \$2,160-\$2,700. Open to Engineering Draftsmen, Junior Auditors, Principal Clerks, Principal Clerk-Stenographers, Principal Cost Clerks and Principal Clerk-Bookkeepers. Sept. 14.

## CORRESPONDENCE

The following letter was recently received. Because it takes THE HIGHWAY to task and asks several questions which may have occurred to other employees, we are printing it in part along with a reply in the hopes that a better understanding will result.

W. Carman Davis, Editor

Dear Sir:

In the paper HIGHWAY I see where it says: "The hourly employees of the Maintenance Department have been granted sick leave and vacation with pay, a privilege that has long been enjoyed by our salaried employees."

I wish to state that you have made an error in your statement. I, as a salaried employee can state that although I have enjoyed the benefits of sick leave, I have never enjoyed the privilege of vacation until it was granted to the hourly men, and the same thing applied to all the salaried men who were classified as maintenance patrolmen; so I think the mistake should be corrected; and it should be stated that only certain salaried employees have enjoyed the vacation privilege for years; and the majority of the salaried employees never enjoyed vacations until the hourly men also received them.

Also I would like to know if THE HIGHWAY is for or against civil service? The item saying that Coleman was promoted to the position of foreman in the Maintenance Dept., on his merit causes me to say this. I know that there have been a number of men appointed as foremen . . . in the past several years. I have always been under the impression that the position of foreman was in the classified service and was supposed to be received only in competition with other eligibles. The item states "The promotion of Coleman is a pledge that merit will be recognized irrespective of color, race or creed. Upon no other basis can a great department of the state's business be administered."

Does this mean that without open competitive tests it can be de-

termined who is the best qualified for a position and that favoritism will not be shown—where anyone can be promoted without an examination? . . .

Very truly yours,  
HORACE S. HESS  
Maintenance Division

In referring to vacations received by salaried employees, THE HIGHWAY should have said "classified salaried employees," of which there are approximately 1250. The Maintenance Patrolmen, sixty in number, did not receive vacations with pay until this privilege was granted to all hourly men; the reason being that Mr. Hess and other patrolmen were not classified civil service employees, having received their positions through appointment rather than by competitive examination.

As to THE HIGHWAY's position regarding civil service let it be understood definitely we are 100% for it and feel that it is the only system that offers the State Highway Department the assurance of placing the best qualified men in various positions.

In the recent report of Governor Edison's Committee based upon a thorough investigation of this Department, we read, "Politics has played a large part in the employment, retention and promotion of Laborers . . ." Commissioner Miller recognizes that many injustices have been done in the past and has already requested that an examination be held for the position of Maintenance Foreman. All temporary foremen will be required to take this examination, which being promotional will also be open to all eligible Laborers. Appointments following this examination will be permanent and will be based entirely upon the results as determined by the Civil Service Examiners.

From time to time temporary appointments to the position of Maintenance Foreman have been made in the past. We do not contend that all of these have been based upon merit. We do know, however, that the temporary appointment of James E. Coleman, Jr., as Assistant Foreman was the result of an exceptionally fine record compiled with the Maintenance Division.

Although we dislike to use so threadbare an expression as "new deal" we feel that it most aptly describes the present Highway administration and firmly believe that our investigation will be generally shared by all employees in the near future. We hope, Mr. Hess, that this clears up the situation.—Editor.



## Sherbaum Joins Engineering Corps

### Many Attend Farewell Luncheon

Highway officials and members of the Electrical Division said "so long" to Ray Sherbaum for the "duration" at a luncheon at the Stacy Trent Hotel on Monday, August 10th. The affair was occasioned by Ray's entry into the U. S. Engineering Corps, in which branch of the service he will serve as Captain.

The principal speaker at the

## Projects Division Fetes Officers

On August 17th the Projects Division gave a luncheon to some of the Highway employees now serving as commissioned officers in the U. S. Army. The affair was held at the Hotel Stacy-Trent.

The guests of honor were Captains Frank W. Higgins of Pitman, Carl J. Teegan of Trenton and Alired A. Faxon of Merchantville; Lieutenants William V. Paul of Barnegat City, Thomas V. H. LaBarre of Hackettstown, Paul F. Davis of Somerville, George A. Kraus and Charles J. McGinnis of Trenton. Assistant State Highway Engineer Edward E. Reed acted as toastmaster of the occasion.

In making the principal address, Commissioner Miller stated that he was only too glad to see the army taking many of our finest employees for "if we lose this war, there will be little need for this Department."

The Commissioner further expressed pride in the 212 Highway employees who had already answered their country's call and wished them not only victory, but safe return.

Colonel Lloyd A. Cross and Lieutenant Colonel Lynn Perry of the 394 Engineers were among the invited guests attending the luncheon. Colonel Cross spoke briefly and paid high tribute to the Highway boys attached to his regiment. Among others who spoke were Lieutenant Colonel Perry, Captains Higgins and Faxon and Lee Grover.

The Project Division was well represented. Aside from Mr. Reed, Frank Harris, George Cumberly, Robert MacMullen, Albert Young, E. L. Meyer, Charles Hunt, Henry Weber, William Carnival, John Ruhninn, William Wharton, Carl Costello, Jesse Brannin, Harry Cudney, John Frascella, Jerome Gaven, James Harding, Francis Reilly, Fred Shill, Ernest Topping and Harvey Wallace.

## A Flying Mayer

The restrictions placed upon gasoline and rubber mean little if anything to Elgin Mayer of the Accounting Division who pedals from Yardville to Trenton and return every working day. Since he took to his bike in April 1941 he has made 230 round



ELGIN MAYER

trips through all kinds of weather for a total distance of 3680 miles to date.

The remarkable thing about this cycling is that despite heavy traffic encountered morning and evening, Elgin, who admits to forty-four summers and as many winters, makes the trip (a distance of eight miles) in thirty minutes. People who drive this same route may feel inclined to doubt this, but Mayer has a standing wager that he can cut two or three minutes off the time if necessary.

At present this hardy cyclist is looking around for a handlebar passenger, because as he puts it, "I get a little tired of making the trip alone."

### Doing O. K.

Romeo Falciani, Assistant Civil Engineer of the Pleasantville Office has received his commission in the Navy as an Ensign. Another A.C.E. from the same office, Arthur Best is now in the 766 Technical School Squadron at Buckley Field, Colorado.

## Camera Men Wanted In Many Sections

If you are a home-movie fan and own a 16 mm. camera you may be interested in taking motion pictures for the Highway Department. While any such assignment would depend upon your experience and availability, you may be the very man Commissioner Miller is looking for to take progress shots of construction work in your section of New Jersey.

If you can qualify for such work you will be materially aiding in the State Highway's program to save gasoline and tires by handling such assignments in your particular vicinity, rather than have all such work handled out of Trenton.

Should you desire to participate in work of this type to a limited degree, why not sit down and drop a line to the editor of THE HIGHWAY. State your qualifications and the type of camera you own, including the lens speed.

## Some Facts About Leaves of Absence

### Who Gets Them and Why

Much confusion and misunderstanding exists at this time regarding the granting of leaves of absence and the reasons why they have been authorized in some cases and refused in others. This is regrettable inasmuch as the State Highway Department's policy governing all such leaves is clear-cut and should readily be understood by all employees. There are only three categories under which leaves of absence will be granted, namely: for illness; for the purpose of study and for reasons considered good by the appointing authorities and the Civil Service Commission.

The Civil Service law covering leaves of absence reads as follows: "Any employee holding a position in the classified service who is temporarily either mentally or physically incapacitated to perform his duties or who desires to engage in a course of study such as will increase his usefulness on his return to service or who for any reason considered good by the appointing authority and the Commission desires to secure leave from his regular duties may, with the approval of the appointing authority and the Commission be granted special leave of absence without pay for a period not exceeding one year."

Under "reasons considered good," the State Highway Department recognizes the following:

1. Entry into the Armed Forces of the United States.
2. Employment by either the War or Navy Departments of the Federal Government, and by this is meant those who are on the payroll of these Departments.
3. Where a prospective employer is engaged in vital war work and wishes to borrow the technical services of a Highway employee and where such an employer is unable to obtain such services elsewhere.
4. Where a prospective employer is engaged in work essential to the war effort and where failure to secure the services of a particular Highway employee will inconvenience war production.

In classes 3 and 4 it is necessary for the prospective employer to convince the Committee, appointed by Commissioner Miller to handle such matters, that the employee desired is indispensable and that the work to which this man will be assigned is more than ordinarily useful to the war effort of this nation.

These constitute the only groups that have received or will receive leaves of absence in connection with the present emergency, regardless of the many rumors to the contrary that have gained widespread circulation. There are no other grounds for the granting of leaves under the law. If any such additional grounds should exist in the future you will be so informed.

Commissioner Miller's Committee which reviews all applications for leaves of absence consists of E. V. Connitt, E. E. Reed and A. Lee Grover.

## THEY GAVE THEIR ALL FOR THE U. S. O.

On August 6th the Bridge and Maintenance Divisions staged a battle royal on the fairways of the Yardley Country Club, near Trenton. The proceeds of the match in the form of voluntary contributions of cigarettes went to the boys at Camp Kilmer.

Although the Bridge golfers eventually emerged victorious, that feat was overshadowed by the battle of giants which took place when Morris Goodkind and Alex Muir squared off at the first tee, in a match which had long been anticipated.

With a do or die for dear old Bridge or Maintenance as the case might be, they sliced, hooked and topped their way through eighteen tortuous holes to wind up — you guessed it — all even. A return match will be held as soon as both players have sufficiently recovered.

Supporting the main event were matches between L. C. Petersen and Jerry Cahill; George Hefferman and Russell Geller; Ralph Titsworth and John Walklett; Charlie Fox and Earl Storer; Dave Lawshe and Gene Beckner.

### Have a Cigar on Max

Unless all signs fail, Eddie Cantor, the proud father of five girls had better look to his laurels. A serious contender has arisen within the Department in the person of William "Max" Wagner of the W. P. A. Coordinators Office.

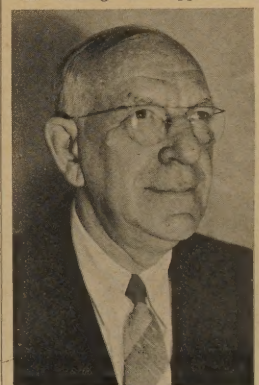
On August 6th Max became the proud father of his fourth daughter. When it is remembered that he is a comparatively young man, perhaps we are not too optimistic in predicting a bright future for him.

As we go to press, the mother and daughter are doing fine. And so is Max.

## Jas. L. Hays to Head Electrical Division

Commissioner Miller has announced the temporary appointment of James L. Hays as Electrical Engineer to head the Electrical Division during the absence of Captain Ray Sherbaum who is now serving with the Engineering Corps of the United States Army.

In making this appointment



JAMES L. HAYS

Commissioner Miller recognized the outstanding qualifications of Major Hays, who beside being a graduate Electrical Engineer from Lehigh, class of 1909, has had a thorough background in both the practical and theoretical sides of the electrical field.

During past years Jim Hays has worked as Asst. Engineer with the Baltimore & Ohio R. R. on electric power and lighting installations and as Electrical Engineer with the Seaboard Airline R.R., where he had charge of all electrical construction and maintenance.

**Served In World War**  
A veteran of the World War I, Hays earned his title of Major while serving as the Chief of the Electrical Section of the Construction Division, U. S. Army.

Since coming to the Highway Department in 1939, Major Hays has acted as assistant to E. R. Sherbaum and he is thoroughly familiar with all aspects of his new position. THE HIGHWAY extends to a fellow worker in a new job the best wishes. Go to it, Jim!

## Aymar Promoted Pending Exam.

### Assumes Duties As Head Of Right-of-Way Division

Pending examination, Commissioner Miller has installed John W. Aymar as head of the Right-of-Way Division. Mr. Aymar will succeed John Franssen who has been transferred to the Construction Division as a Resident Engineer.

Graduated from Princeton



JOHN W. AYMAR

University in 1910 with the degree of Civil Engineer, Aymar remained in the employ of his alma mater until 1916 during which period he was an instructor in the Civil Engineering Department of the university.

Following this he became Division Manager with the Gas Appliance Sales Company with offices in Chicago. When that company was forced to suspend operations because of World War I, Aymar went to the Wright-Martin Aircraft Corporation in the capacity of machine designer and layout engineer.

Following the war John returned to peacetime activities as Secretary and Treasurer of a rubber company. Patent litigations forced this company to disband in 1924 forcing Aymar to seek other employment. This he found as office manager for the Maine Potato Growers Exchange in Boston. He remained in the Hub city until joining the forces of the State Highway Department in 1928, upon his certification as Right-of-Way Negotiator.

In 1931 Aymar qualified for the title of Right-of-Way Agent in which capacity he has served for the last eleven years. His business and technical experience over a period of 32 years and the fact that he is a licensed Valuation Engineer, should admirably qualify him for the duties of his new position!

### TRY THIS ON YOUR BIKE

On August 4th, Inspectors Max Kittler and Jim Hall of the Northern Construction Division were enjoying a noon-hour siesta in Weequahic Park when they spied a sign—"Bicycles For Rent." Looking ahead, no doubt, to the time when tire rationing might compel them to travel by wheel, Jim and Max rented a couple of bikes and started to pedal around the park.

All went well until they came to a steep incline leading down to the lake. No sooner had they started down this grade than the coaster brake on Jim's bike refused to work. Left to the mercy of the law of gravity, and gathering momentum with each second, Jim was fairly flying when he made violent contact with a low wall at the edge of the lake. At this point he left his bicycle and took to the air, only to make a crash landing some distance out in the lake. Then using a third means of transportation, he swam ashore.

At home, Jim was well on his way to becoming the heroic figure in a swell yarn—something about rescuing a baby from drowning—when Mike Loprete called-up and told the real story. Poor Jim—was his face red.

### Lose 25% of Entire Force

When Anthony De Stefano joined the Army recently, the Duplicating Office lost 25% of their personnel. As a farewell gesture, the remaining 75% consisting of Matt Mandl, Frank Gephart and Tom Harcar gave Tony a dinner and parting gift. As Mandl says, "It's sorta tough to lose a quarter of the force at one time."

### WEDDING BELLS

Tony Marino an employee of the Department since 1919, and who was officially represented as Mr. Anthony Philip Marino on the wedding invitations, was married to Miss Nora Catherine O'Connor on Saturday afternoon, August 29th at the Saint George Roman Catholic Church in Paterson. The wedding was followed by a reception at Parmellis. Maybe Tony will see that we get another item in THE HIGHWAY soon.



## Survey Work Starts on Super Highway Route 100

The Public Roads Administration has approved of proceeding with the preliminary engineering for the development of State Highway Route 100, which is legislated to extend from the George Washington Bridge at Port Lee to Jersey City and Bayonne, thence across Newark Bay, and thence running parallel to Route 25 southward to the Raritan River. Work has already commenced.

The area traversed by Route 100, which presents the heaviest traffic density in the United States, is the key link of the proposed Boston to Washington Highway. This is evidenced by the results of intensive studies made some years ago by the Public Roads Administration at the request of Congress. Congress desired information as to the feasibility of constructing express toll roads throughout the country, and the studies indicated conclusively that the area between Boston and Washington is the only area where tolls might support the undertaking. Our studies indicate that the economic need of a highway artery such as Route 100 justifies its construction without the imposition of tolls. The full width of right-of-way would be produced at the outset, and the construction would be undertaken in stages with the initial traffic lanes being added to as the demands of traffic required.

Two great problems face us all today—winning the war and winning the peace. The highways have built and the access roads to military establishments and war industries now in process of building, together with our highly efficient year-round maintenance of our highway system will contribute largely to winning the war. To win the peace we must not fall back to conditions which applied during the depression period. Employment must be maintained not on a mere subsistence level but on a scale calculated to sustain and increase our economy. Jobs must be provided for the millions of our boys in service. Industrial production must be continued and markets for the products made available. Public works must be considered on the basis of their economic justification and benefit.

Highway construction fits into this picture perfectly. One thing in particular to be remembered is that the dangers of overproduction do not apply to the highway industry in an economic sense. The above approval given by the Public Roads Administration is perhaps significant of the policy to be pursued by the Federal Government to take up the slack after the war effort impetus suddenly ends.

New Jersey is the threshold of our country and the theater of a volume of highway transportation without precedent throughout the history of the world. We have seen the highway metamorphosis take place in all its startling stages. We have seen the motor vehicle far outstrip the highway facilities that have been provided to accommodate it.

On the basis of these considerations New Jersey will be ripe for large scale highway development. Route 10, and perhaps the Boston-Washington Highway in its entirety stand out as preferred post-war public work. Other major projects in our metropolitan areas, such as Route 10 through Hudson and Essex Counties, the further improvement of Route 25 through Newark, Route 25A including the Bridge Street Bridge between Newark and Harrison, the proposed connection from Route 25 at the western end of the Pulaski Skyway in Newark to Route 10 and Route 3 approaching the Lincoln Tunnel, the completion of Route S3 and Route 3 to provide a modern artery to the Lincoln Tunnel from the west and north-west, the completion of other gaps in the highway network in that section, and major treatment to improve the approaches to the Delaware River Bridge at Camden, are also urgently needed improvements which offer desirable post-war public work.

However, a great amount of planning and preparation will need be completed in advance if we are to be in a position to proceed without delay in order to accomplish the desired results at the proper time. Many may consider such a program in the realm of dreams, but history proves that out of the dreams of yesterday come the realities of today.

A progressive economic front in these United States after the war with the enjoyment of full employment for everyone will play no small part in winning the peace and determining the future path of world events. An intelligent highway policy may lead the way.

THOS. STEPHAN

## Still on the Job



Jack Whitlock, who drove these trucks in the last war, can still move them along.

At Fernwood Garage there are forty veterans of World War I who are still on the job and "rarin' to go" again. While they are a little old and far too slow for active duty in the present emergency, they are nevertheless a tough lot and still capable of doing a fair day's work.

We refer to the old 1917 Mack trucks which the Highway uses for snow removal. They are a hardy lot and although their aged joints creak and they puff pretty hard, they can still roll along at a good ten miles an hour.

Winter storms or summer heat seem to have little effect on these veterans as they stand side by side in as pretty a line as was ever maintained by the boys they carried in the last war.

Scorning such new-fangled ideas as electric headlights, they cling steadfastly to their old acetylene tanks and gas lamps. And modern pneumatic tires—well, they may be allright for the present generation. But for them—solid tires are a part of their rugged individualism. They can take it. They belong to a generation when men were men and trucks were tough.

Somehow or other, these rough old babies, contemporaries of Woodrow Wilson, General Pershing and "Over There" don't seem to age any more. Maybe they have found the fountain of youth in Fernwood maintenance. The writer, for one, sincerely hopes so.

But when the day arrives, as it inevitably must, when creaking chassis can no longer stand the strain of snow removal and the last noisy trip to the scrap pile gets under way, let us hope that every pound of steel in these gallant veterans goes to make bombs, bullets and bayonets. It would be nice to think that they were still in there, pitching.

And maybe a way could be found to preserve just one. Perhaps it could be placed where all could see . . . where it would serve as a reminder that there is still a little sentiment in this troubled world and that a good job, well done, cannot pass unnoticed.

## FAREWELL GATHERING



Members of the Bridge Division pose for photo with Lieutenant Commander Hunter. From left to right they are: Frank Wilson, Harry Lefferson, Juan Delgado, Clinton Bissell, Jack Evans, Highland Burch, Arthur Lichtenberg, Commander Hunter, Wilber Spencer, Bob Simon, Ralph Titworth, Lawrence

## Hunter Commissioned In Naval Engineers

Members of the office force of the Bridge Division tendered a testimonial dinner to W. Fred Hunter at the Yardley Country Club on August 21, on the occasion of his commission as Lieutenant Commander in the Engineer Corps of the U. S. Navy. L. C. Petersen acted as Toastmaster, and Morris Goodkind paid high tribute to Fred Hunter. Other program features consisted of the award of a testimonial scroll by A. J. Lichtenberg, a humorous award by Geo. A. Heferman consisting of a medal for cheerful giving, two plastic battle-ships and a compass, vocal selections by the Bridge Quartette, J. F. Evans, D. R. Lawshe, Geo. A. Heferman and W. H. Spencer, and the presentation of two traveling bags to Mr. Hunter by the Toastmaster. Mr. Hunter in a brief response expressed his appreciation for the cordiality shown him throughout his thirteen years of employment in the department. Each employee expressed his wishes for a successful career in the Navy and a speedy and safe return.

## With the Ladies

Leah Matthews

Mrs. Lucille Jingoli, nee Pieslak, formerly of Compensation and Claims and more recently attached to the Administration Office, has left to join her husband who is stationed with the Army at Miami Beach, Florida.

Miss Edna Mae Durkee of the Accounting Division, who was married in July to Basil Bodge is another who has left the Highway to join her soldier husband. The destination in this case was Camp DuPont, Maryland.

THE HIGHWAY joins the Bridge Division in welcoming back Stae Schnorbus who has been confined to her home recently with a sprained ankle. While still not sufficiently recovered to resume job-tubberging, Stae is making up for lost time at the typewriter.

Minnie Pollak's recent blues have taken on a lighter hue lately. Her husband Dave who was inducted into the Army this month is now stationed at nearby Burlington with the 717th M. P. Battalion. Incidentally the M. P. does not stand for Minnie Pollack.

Sincere sympathies to Theresa Gasser and Kathryn Laughry. They recently lost their step-father.

## A Letter from the Ten Year Club

Dear Mr. Connott:

At a recent meeting of the Welfare Committee of the Ten Year Club of the Department, the writer presented a report on the interview granted by you to me as Chairman of the above committee.

After a thorough discussion of the various topics brought out by our talk, the Welfare Committee decided that actions on your part, as well as Commissioner Miller, have already proven beneficial to the employees of the Department.

Actions that received very favorable comment by the Committee were as follows:

1. Your personal desire to meet any individual employee who might have a grievance, or suggestion to make for the welfare of the Department.

2. Your efforts to eliminate salary inequalities.

3. Recognition of the importance of improving departmental morale.

4. Removal of the unnecessary Special Highway Investigators. In view of the above actions, the Committee felt that the welfare of the employees of the Department was uppermost in your mind, and that its functions in the future could be safely confined purely to promotion of club activities.

Very truly yours,

ABRAM E. WATOV,

Chairman, Welfare Committee.

Approved: Christopher Kucker,

President.

## Sitting Pretty Now

Archie Perrine of Hightstown, one of the real oldtimers in Fred Yannut's maintenance gang, has for many years looked with envy on the job of truck driver. Archie recently was assigned to drive the gang's truck, thus realizing a long cherished ambition. Keep her rolling Archie.

## Lieut. John Hulse Honored by Friends

The associates and friends of Lieut. John H. Hulse, U. S. Navy, formerly of the Cranbury Field Office, Survey and Plans Division, held a dinner in his honor at the "Squan Inn", Manasquan, N. J., on Friday evening, August 21st.

Since his induction in May, Lieut. Hulse has been in Command of a large force of construction men of the Replacement Battalion in training at Camp Bradford, Norfolk, Va.

Now that the men have been trained and conditioned, Lieut. Hulse expects to command a Company, to be incorporated in a Naval Task Force, to be used when and where necessary, in the very near future.

Lieut. Hulse, who has been held in high esteem by all who knew him was presented with a Waltham Desk Clock. The presentation was made by a boyhood friend, Samuel E. Bullock and his former associate in the Highway, John W. Evans acted as Toastmaster.

The following Highwaymen attended:

Samuel E. Bullock, George W. Connover, Joseph Cunningham, Roland Erb, John W. Evans, Paul Geiser, James Hiller David L. Howell, William J. Hudnut, William W. Hunt, George Jorgensen, Virgil Markle, William Reins, Paul G. Sefrin, Carl Slemmer, John Summers, William H. Voorhes, Wilfred Watson.

Other friends who were not able to attend participated in the gift. ANCHOR and BON VOYAGE JOHN!!!

## Maintenance Notes

Foreman Ralph Evans has a seventeen year old son, John, at the Newport Naval Training Station.

Patrolman "Rube" Garretson has two sons in the Army. Aldan, a former Highway employee is in the Engineering Corps and Frank, the younger boy is at the Miami Ground School of the Air Corps.

We extend to Foreman Amos Holt, whose brother was recently killed in an auto accident, our deepest sympathies.

Luther Heaton reports two brothers in the service. One in Oklahoma and the other in the Canal Zone.

The son of Lou Dilks, foreman in the Millville area, is a corporal and is stationed near Seattle, Washington.

The daughter of Frank DiBlasi was operated on for appendicitis last week. Frank, himself is still recuperating from a throat operation.

Bob Moore's son Bob, Jr., is in Hawaii with the Army and Sam Winsel's son is in the Navy. Bob and Sam work on Routes 44 and 45 respectively.

Jimmy LaBanza, of Art Willmott's gang has been unable to work since February due to illness. To this veteran employee who has worked with the Maintenance Division for over twenty-three years, and who is well known as a member of the 10 Year Club, THE HIGHWAY extends every wish for a speedy recovery. The Department needs men like Jimmy.

## Real Estate Corn Roast

On the evening of August 6th, the boys of the Real Estate Division and their guests gathered at the summer bungalow of Velt Sams for their annual outing. Amid a setting pastoral beauty, roast corn, hot dogs and beer the gang set out to enjoy themselves. According to sources, usually reliable, they succeeded in a big way. Among those who attended were Ray Callahan, Bill Haney, Tony Esposito, Milt Swackhamer, Dick Snyder, Otto Seggel, Charlie Levine, Ed Drake, Jim Ireton, Kirk Schanck, Vince Rebbeck, Grover Brown, John Watt, Jim Kondas and Elmer Sabolchik. Ray Callahan and John Watt had little difficulty in winning the quito matches, which were the sporting highlight of the corn roast.

## Congratulations

Mr. and Mrs. Martin V. Tolbert rejoice to announce the birth of a daughter, Nancy. Mr. Tolbert is associated with the Pleasantville office.

## A Real Blackout

Some of you may have heard this story before but it is still worth a laugh. It seems that during the first blackout in Trenton, Air Raid Warden Muir was patrolling a section near his home. Not a light was visible in the neighborhood. It seemed that cooperation was complete and Alex sighed with pardonable pride as he picked his way along in the murky darkness. As he approached his own home he paused to listen to the voice of the President coming from the family radio. Then an idea seized him — the radio dial light. Could that be seen?

Cautiously he mounted the porch steps and peered in the window. Sure enough, there in the corner of the room was a faint glow. True, it was not visible from the street, but then this was supposed to be a blackout and his instructions read, "All lights out."

With a reassuring look at his armband, Alex ordered his wife to turn off the radio. Imagine his surprise when this simple request was met by an emphatic refusal.

Alex threatened. Mrs. Muir remained adamant. President Roosevelt talked on and the dial light continued to glow.

In a situation such as this there was only one thing for a good Warden to do—REPORT THE VIOLATION. That is just what Alex did.

P. S. No official action was taken by headquarters.

## A Little Widmann Arrives

Bill Widmann, Electrical Division foreman, received congratulations recently upon the arrival of a brand new baby boy in the Widmann home. Mother and baby are both doing fine.